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Humidity 89.

July 6, 1920, Temperature 60.

No. 18,303.

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HONGKONG, WEDNESDAY JULY 6, 1921

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TO-DAY'S CABLES

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HONGKONG'S BAD NAME

MANY URGENT HEALTH PROBLEMS

COMMISSION'S REPORT

INFANT MORTALITY HIGH VENERAL DISEASE PREVALENT

LONDON, July 5.
The Eastern Commission of the National Council for Combating Venereal Diseases, reporting at the annual meeting, stated that owing to the progressive views held by the Municipal Council of Shanghai there was every prospect that many of the recommendations made would be carried out. Since the visit of the commission the National Council had been informed that a venereal specialist would be appointed and arrangements would be made for the treatment of seafarers, also that a Shanghai Welfare Association had been formed. No definite information had been received with regard to opening a Hongkong seafarers' clinic but the Commission reported that the Governor had requested them before leaving to confer with the principal civil medical offices and had also courteously agreed to arrangements for the distribution of literature through the Colonial Secretary. It was pointed out that public health administration in the East was a difficult problem and that even in Hongkong which had been a Crown Colony for eighty years many urgent problems still required attention. The infant mortality was extremely high and venereal disease very prevalent.

IRISH PEACE MOVES

SUSPENSION OF HOSTILITIES LIKELY

MORE OPTIMISTIC AIR

LONDON, July 5.
Reuter learns that as a consequence of yesterday's Dublin conference an atmosphere has been created likely to lead to a situation tantamount to a tacit suspension of operations by the opposing forces in Ireland while peace parleys continue. The Crown is gradually easing the repressive measures in order not to hamper the peace makers. It is hoped that Sean Fein will similarly suspend offensive measures, although the difficulties of control in the latter case are recognised. It is pointed out that there have been practically no executions during the past few weeks, more optimistic air reigns in well-informed circles.

OIL OPERATIONS CEASE

REPRISAL AGAINST INCREASED EXPORT TAX

MEXICO CITY, July 5.
General Obregon has ordered the oil companies which have discontinued operations in the states of Tamaulipas and Vera Cruz "without sufficient justification" to indemnify their workless employees. It is believed that the labourers are entitled to three months' pay. Over 10,000 workmen were dismissed in the Tampico region. This is believed to be a reprisal against the increase of the oil export tax.

WASHINGTON, July 5.

The cruiser "Cleveland" and the gunboat "Sacramento" have been ordered to Tampico with a view to protecting United States interests in the event of jeopardy owing to labour troubles arising from the closing down of oil operations.

GALLANT BELGIUM

CITY OF LONDON'S FINE TRIBUTE

LONDON, July 5.
The City to-day paid a tribute to gallant little Belgium when the Belgian King and Queen drove through a decorated route from Buckingham Palace to the Guildhall escorted by Life Guards. They were cheered by crowds throughout. A distinguished company at the Guildhall included the Duke of Connaught, the Duke of York, six princesses, Earl Haig, Earl Beatty, Viscount French, and Lord Curzon. Replying to a toast at the luncheon King Albert dwelt on the necessity of making Germany pay. He hoped that commercial relations between Britain, the Dominions and Belgium would increase.

BRUTHERN INCIDENT

GERMANS KILL FRENCH MAJOR

PARIS, July 6.
A message from Oppeln which throws a different light on the Beuthen incident says that while French troops were entering Beuthen the German inhabitants made a demonstration in the course of which a French major was shot with a revolver and killed. The murderer escaped. Two French sergeants were slightly wounded. British and French troops dispersed the demonstrators of whom two were killed and several injured.

HOME AGRICULTURE

DECONTROL BILL PASSES SECOND READING

LONDON, July 5.
The House of Commons by 278 votes to 113 passed the second reading of a bill decontrolling agriculture after the Government had been sharply criticised for the abrupt reversal of its policy which was defended on the ground of excessive liability in connection with guarantees owing to circumstances that could not be foreseen.

SPANISH CARNIVAL RESUMES

£60,000,000 RAILWAY EXPENDITURE OPPOSED

MOSCOW, July 5.

The Cabinet has resigned owing to the opposition offered by the conservative leader Menin to the expenditure of £60,000,000 for the reconstruction of the railways and other public works.

THE DOLLAR

To-day's closing rate 2/7 5/8
To-day's opening rate 2/7 3/8

MURDER CHARGE

ALLEGED GAMBLING SEQUEL

SUPPOSED ASSASSIN ARRESTED

Three revolver shots fired in Reclamation Street last night attracted the attention of Chinese constable No. 236, who immediately went to investigate. Outside house No. 62 he found a Chinese lying in a pool of blood with three bullet wounds in his body. The man, who was still conscious, was removed to the station where he said that his assailant was a man named Yeung Sui Cheng. After first aid had been rendered, the man was removed to the Kwong Wah Hospital, where the doctor gave little hope of saving his life. A couple of hours later the alleged assailant was arrested, and pending further developments, was kept in police custody. The wounded man died in hospital at 9.10 this morning. The prisoner will in due course be charged with wilful murder. The cause of the murder was supposed to have been heavy gambling.

FULL COURT SITTING

APPEAL TO BE HEARD

At the conclusion of the July Criminal Sessions which begin on the 18th of the month there will be a sitting of the Full Court consisting of Judge Skinner Turner, of H. M. Supreme Court, Shanghai, the sitting Justice (Mr. H. H. J. Gomperts) and the Prose Judge (Mr. J. R. Wood). An appeal will be heard against a judgment delivered by Mr. Justice Gomperts in July, 1920, in connection with the case of Young Kong Yung, trading as Mat Tze v. the Young Shing Insurance and Investment Company Limited. The former, who were the unsuccessful plaintiffs in the suit, are the appellants.

KINEMA NOTES

CORONET THEATRE

A KIDNAPPED BRIDE

Madge Kennedy sparkles and shines in her own individual way in her latest Goldwyn Picture, "Friend Husband" now being screened at the Coronet.

A kidnapped bride on a comical honeymoon is the oddly amusing spectacle presented in this delightful comedy. The atmosphere of smart society is admirably portrayed. This is accomplished not only by the rich and beautiful settings but by a cast of finished players each accustomed to roles such as are found in the Madge Kennedy plays.

To-night will be the last opportunity of enjoying this entertaining play. To-morrow, by special request there will be shown for the one day only, the famous British comedy, "All's Button."

HONGKONG THEATRE

THE LITTLE WHITE SAVAGE

Carmel Myers, the star of "Who will Marry me?" and other notable comedy and dramatic successes, comes to the Hongkong Theatre to-day in "The Little White Savage," a brilliant burlesque and satire on the activities of present-day press agents.

Comedy situations are legion, and the sub-plots are veritable gems of humour. While Miss Myers impersonation of the star side-show attraction of the "greatest circus on earth" is something new and distinctive in the field of kinema art.

According to the story, the circus owners tell to a gullible country editor, their protege, who captured on a savage isle, and caused a minor state of the gospel to be cracked open, she had lovingly crept into his bed to hear from the trustees of his parish.

The effects of course, well out of the realm of probability and represent the dizzy heights to which the underworld mind of a clever publicity agent can rise. That is what makes "The Little White Savage" a most diverting and instructive picture.

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WEDNESDAY, JULY 6, 1921.

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HONGKONG LAND RECLAMATION CO.,
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floor of St. George's Building,
TWO or FOUR ROOMS. Apply Box
No. 1288, c/o "CHINA MAIL."**MOTHERHOOD LAW.****A CURIOUS PROBLEM.**PARENTAGE CASE OF FAR-REACHING
IMPORTANCE.

Upon a question of motherhood the Lord Chancellor was faced with a curious problem in the divorce suit of Mr. Leonard Henry John Gaskell, engineer's apprentice, of St. George's Avenue, Westcliff-on-Sea. Petitioner asked for his marriage to be dissolved with Mrs. Kathleen Ethel Gaskell on the ground of her misconduct with a man unknown. Respondent denied the charge.

Mr. O'Connor, for Mr. Gaskell, remarked that the case had one or two unusual features. Petitioner stated that he was not responsible for the birth of a child to respondent on September 1, 1919. It was a matter of non-access. Mr. Gaskell was in the Royal Engineers and had leave from September 29 to October 3, 1918. He overstayed his leave by one day and returned to Borden on October 4, sailing for Salonica on October 12. He returned, in December, 1919. The position under these circumstances was that a period elapsed from October 4 of 331 days which was beyond the period of gestation.

Medical evidence called for petitioner was to the effect that the normal period of gestation was 280 days, although information compiled during the war by the Germans showed that 300 days was a possibility. One witness stated that in French jurisprudence legitimacy was admitted up to 300 days, and in the Austrian Courts up to 307 days. No decision upon this matter had yet been arrived at in this country.

For the defence the doctor who attended respondent stated that she was abnormal in certain respects, and that it was possible petitioner was the father of the child.

The Lord Chancellor characterised the case as curious and difficult. Nothing was known to petitioner, and nothing had been adduced in evidence which reflected in any way on the conduct of respondent. The claim for relief was based entirely on an inference—said to be scientifically irresistible—which the Court was invited to draw that 331 days was an impossible period of gestation. One or two other circumstances required consideration. Mrs. Gaskell consulted a Dr. Munro on May 9, 1919. From the facts stated by her, he drew the inference that the birth of the child would take place in July, an inference which must have been founded on a statement by the lady as to her state of health. Whatever inference ought to be drawn from that, it was evident that any decision on the facts of this case was very great importance. "My attention," added his lordship, "has not been drawn to any decision in this or in any other Court as to the latitude which exists with regard to the period of gestation. To lay down any general rule might plainly lead to the greatest possible injustice. I do not feel satisfied that I have before me sufficient scientific evidence to form a satisfactory conclusion, and I shall adopt the course of directing the attention of the Attorney-General to the facts, and I shall request him to attend as a witness to argue the matter, and to call further medical evidence."

The case was accordingly allowed to stand over.

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The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE"

HONGKONG, WEDNESDAY, JULY 6, 1921.

REFORMS AND THE MAN.

Contemplative age notices that the world goes on very much as Rheims did after the complicated curse in Ingoldsby, when nobody seemed a penny the worse. Following curses or reforms, man manages to maintain his human average. The Abbé Cougnard says that "after reforms men are as before, selfish,avaricious, cowardly, cruel, stupid, and jurious by turns." This condition is stable, and nothing could shake it, for it is founded on human misery and infamy, and those are foundations which will never be wanting." Blatchford subpoenas Shakspeare as a witness against Anatole France, with "What a piece of work is man! How noble in reason! How infinite in faculty! In form and moving how express and admirable! In action how like an angel! In apprehension how like a god! The beauty of the world! The pangon of animals." Here the witness should leave the box if well is to be left alone, but Hamlet goes on: "And yet, to me, what is this quintessence of dust? Man delights not me," and we are left to understand that that is the conclusion of the whole matter. The witness has not helped the case for the defendant. Philip Gibbs is a witness who has His contributions to a very thoughtful leader to his Feb. 1920, arguing that the British people are wiser than they appear in the mass. "They are more spiritual in an unpriggish way than many of their self-styled spiritual leaders." subconsciously conditions and ideals. "And yet, they have a sense of humor, a kind of good-natured cynicism, an instinct of fair play, which prevents the mass from being inflamed by any passion of reform, any passion of hate or any wildness of revolt . . . They are against extreme views of any kind, good or bad." They take "hot air," as they call it, for what it is worth, and in their opinion it is not worth much. At the same time, Philip Gibbs says, they are angry—and getting angrier—with a Government which seems to play always into the hand of merchant adventurers whom they suspect of gross profits out of their labour by an artificial inflation of prices, by refusing to sell huge stocks at less than those monstrous profits, and of engineering unemployment in order to force down wages and to bid their time until there is a new demand in the world-markets for the stocks in hand. They are not out to smash capital—but they desire satisfaction and blood-money from the profiteers who gorged themselves fat out of the chance of war and out of the massacre of boys, and now will not lift a hand to help the men who sinned and enriched them." How would such an analysis come out here in Hongkong, where we have agitators and reformers too? What are the characteristics of Demos in Hongkong? What, especially, are the characteristics of our agitators and reformers? Both shrewd intelligence and heroic bravery will be required by the answerer, unless Hongkong fashion—he does it anonymously. Probably here as at Home, all these witnesses notwithstanding, mankind is best described by the image of Proteus. Each man in his time plays many parts, and the mood of the moment in his ethic for the time. When he feels optimistic, he argues that the British people are wiser than they appear in the mass. "They are more spiritual in an unpriggish way than many of their self-styled spiritual leaders." subconsciously conditions and ideals. "And yet, they have a sense of humor, a kind of good-natured cynicism, an instinct of fair play, which prevents the mass from being inflamed by any passion of reform, any passion of hate or any wildness of revolt . . . They are against extreme views of any kind, good or bad." They take "hot air," as they call it, for what it is worth, and in their opinion it is not worth much. 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chivalrous on the golf links, and your righteously indignant tenant may underpay his aman or his boy. It is a disconcerting thought, but of such is Leviathan. How noble in reason! How god-like in apprehension? Well, hardly.

LOCAL AND GENERAL.

A notice of interest to creditors of the Victoria Cafe Co. Ltd. (in liquidation) appears in our advertisement columns.

The C.P.O.S. "Empress of Japan" is expected to arrive here at 7 a.m. on July 7, and will berth at Buoy A4, not Kowloon Wharf.

Local book-lovers are meeting this evening in the Sanitary Board room to start a Book Club. Their meeting is timed for 5.15.

Line on Morning Post's poster: "Our Weather." Now that they know who admits responsibility, the authorities should take action.

The Hongkong General Chamber of Commerce Chinese language school closes on Friday, July 8, and reopens on Monday September 12 next.

Having been knocked down by motor car No. 264 in Queen's Road East yesterday afternoon, a Chinese had to go to the Government Civil Hospital for treatment of minor injuries.

Messrs. Lammert Bros. will auction 290 bundles mild steel corrugated structural grade bars 40" x 3.8" at a godown of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Yaumati, at 11 a.m. tomorrow.

Loading a truck with vegetables outside the Central Market yesterday afternoon, a stall boy stumbled and fell down a flight of stone steps, injuring his left ankle so badly that he had to be removed to the Government Civil Hospital for treatment.

The proposed War Memorial in honour of those men of the F.M.S. who died in the War is to be erected shortly in the shape of a cenotaph in the Federal Capital on the route of the new Victory Avenue. The estimated cost is not to exceed \$100,000 towards which the Government will grant a fair subsidy.

A punkah-boy employed at the Wellington Barracks was this morning charged before Magistrate Orme with the theft of a pair of khaki trousers which Lance-Corporal Hines of the Wiltshire Regiment had spread on the verandah rail to dry. The Magistrate sent the defendant to the Laichieok prison for two months.

At noon to-morrow, at No. 1A Duddell Street, Messrs. Lammert Bros. will auction a quantity of electric fan coils and afterwards at their Duddell Street salerooms 4,000 yards canvas, two casks ready mixed white paint, two casks ready mixed green paint, 15 rolls triangular wire mesh, three cases infant's hosiery, and one case needles.

Magistrate Orme this morning imposed a fine of \$1500, or, in default six months' hard labour, on a Chinese charged with the unlawful possession of 20 taels of prepared non-Government opium. Defendant was searched when leaving the a.s. "Shunching" yesterday soon after her arrival from Kauchauwan. The drug was found tied round his waist under the girdle.

Two Chinese were this morning charged before Magistrate Orme with the unlawful possession of 10,000 ditto cigarettes. The man in charge of the cigarettes when they were seized by the Revenue Officers alleged that he was paid by the other man to help the contraband. The other man admitted this statement, declaring in turn that he was employed by a third man not in custody. Mr. Lee d'Almada, who appeared for the man, asked for a remand until Monday, stating that the person his client said had employed him was a cigarette dealer in Chengchow, whom he would like to call as a witness, as there was a possibility that the duty had already been paid on the cigarettes by the dealer. Discharging the other man, the Magistrate remanded Mr. d'Almada's client until noon on Monday.

The Public is still puzzling over the telegraph date enigma, says the Singapore Free Press. If Hongkong could get its telegrams through Singapore one day after the London date — how is it that Singapores had to wait seven days. The latest example is via Ceylon. A telegram London June 21, can be despatched to Colombo, published in the paper there, sent to Kuala Lumpur, and thence to Singapore, arriving here on the 22nd. But Kester addressed service to Singapore only went up to June 19th. Some of Einstein's lectures at Liverpool must have worked loose in the cables and brought relatively into action: (1) the shorter the distance the longer the time; (2) the part is greater than the whole; (3) All the parts added together exceed the whole; and (4) the furthest way round is the shortest way through.

SPECIAL CABLES

RUBBER SLUMP.

OUTLOOK VERY BLACK.

COMPLETE CESSION OF TAPPING URGED.

[China Mail SPECIAL.]

SINGAPORE, July 5. The rubber restriction committee recommends the Government to appoint a small committee to go fully into the rubber position and make suggestions. The outlook remains very black and a complete cessation of tapping is urgently recommended.

CAPITAL CHARGE.

ONE DEATH FOR TWO.

[China Mail SPECIAL.]

SHANGHAI, July 6. In the jury trial of K. Peter, the Cingalese charged with the murder of two Chinese shopkeepers on June 5 in Shanghai, the death sentence was passed by Judge Skinner Turner.

SHANGHAI RICE.

SITUATION IMPROVING.

[China Mail SPECIAL.]

SHANGHAI, July 5. The rice situation is evidently improving. It is probable that licensing will be agreed to.

NOTES FROM MALAYA.

A correspondent from Malaya writes: Penang used to be *en passant* in the Straits Times. It is now *passé*. Nothing doing. Rubber gone to pot for the next five years and rubber estates are being sold at the price of cleared jungle. More offered than sold by it noted. There was a slight improvement in local trade last month, a flash in the pan that has followed by greater depression which is not likely to be left until conditions in Europe improve. The coal strikers are blamed for playing Germany's game and the bright suggestion has been made that we ought to rope in a couple of million German slaves to dig our coal and let our miners leave the shores of the land that they are trying to ruin!

A couple of patriotic gentlemen annoyed at the ubiquitous supplies of German beer in Penang and the position of the German gun in front of our Supreme Court shifted a considerable quantity of the former and then proceeded to shift the latter, to the E. and O. Hotel, the other day. They gave Penang the first laugh that it has enjoyed for years. What is their reward? A summons calling upon them to answer a charge of mischief preferred by an indignant police inspector! The case will be heard on 30th inst., and, if the brave youths are in good form, there should be laughter in court! Another legal sensation will be the appeal of a police inspector from a conviction of defamation and a fine of \$200. This gentleman was found guilty of having expressed the opinion that all was not well with the servants of a certain public institution. He denied the soft impeachment. The case being one of local interest was conspicuous by its absence from the local papers. Meantime our Governor is doing lot of good work in an unobtrusive way. He has made the authorities get a move on with the Penang Hill railway and among his minor reforms is an improvement in the diet of civil prisoners and of gentlemen languishing in jail under remand pending their trial.

Mr. Chou Shou-sen agreed with Dr. Koch that a person passing through a place on a short visit should be more careful than to make such surprising remarks. In this case, however, as the Sanitary Department was, in a way, an interested party, he thought a contradiction would best come from an authority outside the Sanitary Board.

The President: Personally, I feel I can take absolutely no notice of it at all.

Dr. Koch: Just as you please, sir. I thought it would be of interest to the Board to know the opinion expressed by a member of a Commission which carries some weight in England.

Dr. Pearce (the Medical Officer of Health) said he did not know where the member of the Commission got her information, for during the time she was in the Colony she did not approach him for any information about public health or for any statistics. She might have approached some other Government medical officer or some member of the Board.

Mr. C. G. Alabaster: She did not put herself in touch with the Board, I understand?

The President: I had the pleasure of being introduced to her outside this Board room and offered to help her, but she did not want any communication with me at all.

The extract from the *British Medical Journal* referred to by Dr. Koch is part of a report of a conference at which members of the commissions sent out by the National Council for Combating Venereal Diseases made reports. The issue is dated May 14, 1921, (p. 717). We quote the report of Mrs. Rolfe's speech in full, as follows:

Mrs. Neville Rolfe (Educational Commissioner to the Far East) said that the four ports which were visited by herself and the Medical Commissioner (Dr. Rupert Hallam) were Shanghai, Hongkong, Singapore, and Colombo. At Shanghai a site was chosen for a clinic for seafarers, leaflets had been drawn up to give to every incoming sailor telling him where he could get free treatment, and the authorities had promised that the surplus on next year's budget should be earmarked for this campaign. A specialist had been sent for from Europe, and immediately on his arrival the clinic would be started. In Hongkong, where public health conditions were disgraceful, reform was a slower matter, but the Commission was able to organize Chinese and British opinion in the colony that the authorities were at last convinced that in carrying out the recommendations of the Commission they would be falling in with popular sentiment. In Singapore the principle of free treatment facilities had been accepted by the Governor, who had

NEW DIOCESAN BOYS' SCHOOL

The Hon. Treasurer of the Diocesan New School Fund begs to acknowledge with thanks the following donations to the New School which have been either promised or paid into the bank:

Mr. H. M. J. Nemecze	\$10,000.00
Mr. G. A. Pentreath	3,000.00
Scholars' Peace Fund	
1919	1,000.00
Scholars' Fund 1920	1,000.00
Scholars' Brick Fund	
(June to July 1921)	2,700.00
The Kowloon Soc. Year	
Kai Fong Ferry Co. Ltd.	1,000.00
Rev. W. T. Featherstone	1,000.00
Mr. E. H. Ray	250.00
Mr. W. G. Lay	100.00
The Hon. Mr. H. W. Bird	100.00
Mr. H. C. Resler	99.00
Mr. W. B. A. Moore	25.00
Mr. W. R. Sayer	10.00
Mr. E. R. Valentine	10.00
H. K. Newspaper Fund (for Mr. C. Gerken)	20.00
Total	\$20,314.03

CAN YOU AFFORD THE RISK?

WERE you ever faced with a severe attack of enteric or dysentery without a bottle of Cholera-aid? Col. and Garrison Remedy for Enteric and Dysentery. A dose or two will cure you of a doctor's world. It is well tested and its powers well known. For sale by all Chemists and Dispensaries.

All the principal members of the Board voted for the motion, which was carried.

HONGKONG'S HEALTH CONDITIONS.

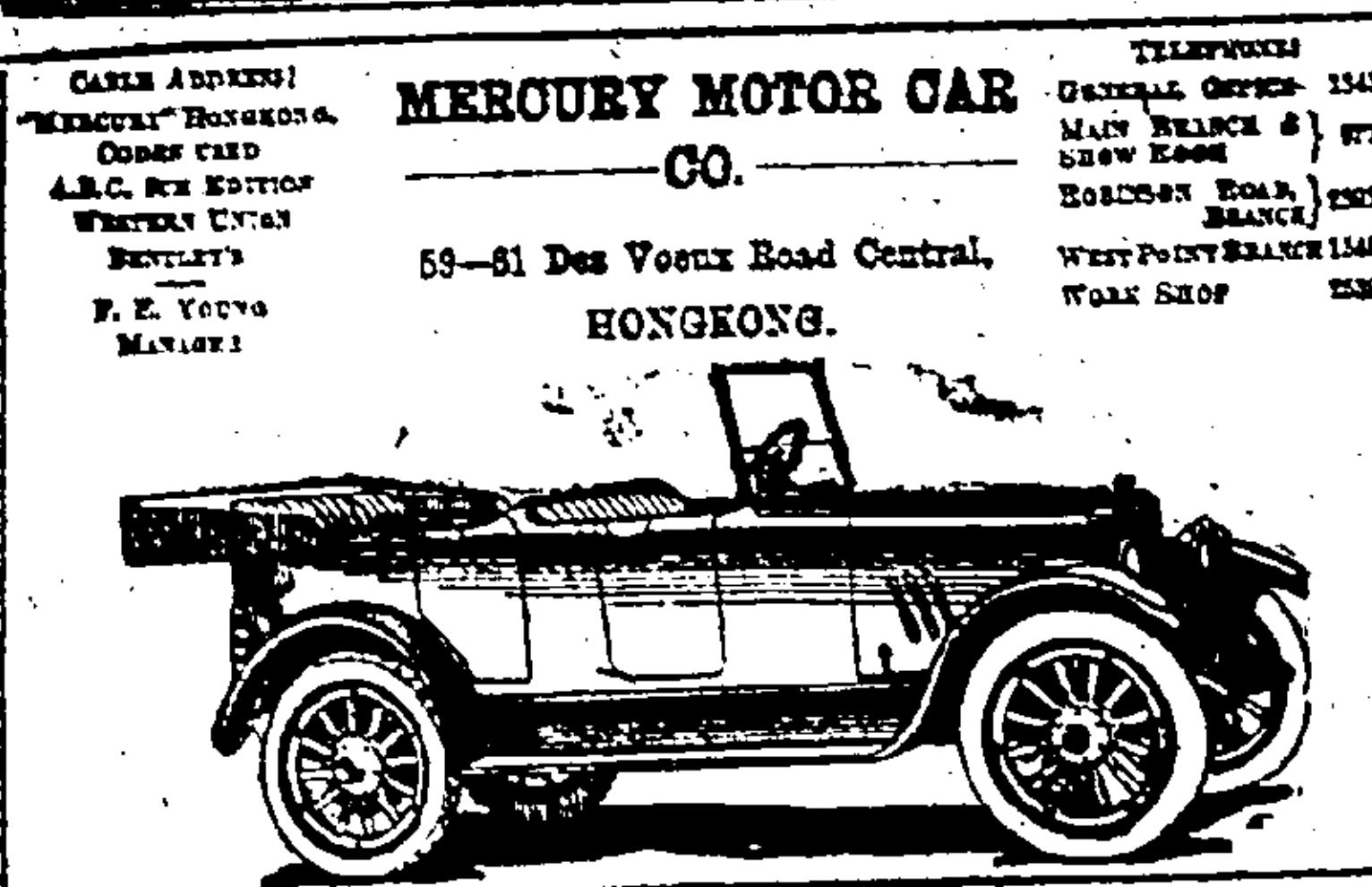
MRS. NEVILLE ROLFE'S CRITICISM.

PROTEST BY DR. KOCH.

Strong exception was taken by Dr. W. V. M. Koch at yesterday's meeting of the Sanitary Board to what he termed "a very curious statement" made by Mrs. Neville Rolfe, a member of the Commission on Venereal Diseases that passed through the Colony a short while ago. Published in the *British Medical Journal* the statement alleged that in Hongkong public health conditions were disgraceful.

The members of the Board present were: Mr. G. R. Sayer (President), Mr. Chow Shou-sen, Mr. S. W. Tao, Dr. Koch, Mr. C. G. Alabaster, the M. O. H. (Dr. W. V. Pearce), and the Secretary (Mr. Reynolds).

Dr. Koch said: "I think a protest should be made against a person who passes through a place for a day or two making a statement like that. I do not think it is justifiable that a statement like that should be spread broadcast throughout the medical world by appearing in a paper of the importance of the *British Medical Journal*. Medical people outside Hongkong will think this place is a disgrace to civilization. As a matter of fact, from my personal knowledge of a great many Eastern and West Indian cities, I think public health conditions in Hongkong are marvelously good. Sanitation is very carefully looked after—I do not say that because I happen to be a member of this Board on a previous occasion. I think some public notice should be taken of this one; possibly the Head of the Sanitary Department or the Medical Officer of Health ought to contend. I think it is a disgrace that a member of a Commission like this should make such a statement as the one I have quoted, and a contradiction should be sent to the medical papers. I have already sent to them a contradiction of this good lady's statement which I brought before the Board on a previous occasion. I think some public notice should be taken of this one; possibly the Head of the Sanitary Department or the Medical Officer of Health ought to contend. I think it is a disgrace that a member of a Commission like this should make such a statement as the one I have quoted, and a contradiction should be sent to the medical papers. I have already sent to them a contradiction of this good lady's statement which I brought before the Board on a previous occasion. I think some public notice should be taken of this one; possibly the Head of the Sanitary Department or the Medical Officer of Health ought to contend. I think it is a disgrace that a member of a Commission like this should make such a statement as the one I have quoted, and a contradiction should be sent to the medical papers. I have already sent to them a contradiction of this good lady's statement which I brought before the Board on a previous occasion. I think some public notice should be taken of this one; possibly the Head of the Sanitary Department or the Medical Officer of Health ought to contend. I think it is a disgrace that a member of a Commission like this should make such a statement as the one I have quoted, and a contradiction should be sent to the medical papers. I have already sent to them a contradiction of this good lady's statement which I brought before the Board on a previous occasion. I think some public notice should be taken of this one; possibly the Head of the Sanitary Department or the Medical Officer of Health ought to contend. I think it is a disgrace that a member of a Commission like this should make such a statement as the one I have quoted, and a contradiction should be sent to the medical papers. I have already sent to them a contradiction of this good lady's statement which I brought before the Board on a previous occasion. I think some public notice should be taken of this one; possibly the Head of the Sanitary Department or the Medical Officer of Health ought to contend. I think it is a disgrace that a member of a Commission like this should make such a statement as the one I have quoted, and a contradiction should be sent to the medical papers. I have already sent to them a contradiction of this good lady's statement which I brought before the Board on a previous occasion. I think some public notice



OPIUM ON STEAMERS.

TWO STEAMSHIP COMPANIES FINED \$1,000 EACH.

QUESTION OF RESPONSIBILITY.

ALTERATION OF ORDNANCE SOUGHT.

Fines of \$1,000 were this morning imposed by Magistrate Orme on the Kwong Ming S.S. Co. and the Kwangtung S.S. Co., respective owners of the s.s. "Taiming" and the s.s. "Leongkong," both river steamers which they were charged with having allowed to be used for the transportation of illicit opium.

The hearing of the charge in respect of the "Taiming" was taken first.

Mr. N. L. Smith said that the case was a very simple one. The opium (222 taels raw and 25 taels prepared, valued at \$780) was found concealed in the dynamo casing under the dynamo, where it was clear to the view of anyone looking for it.

Mr. G. R. Hall Bruton, who appeared for the Company, said that he had no option but to plead guilty, because although he could prove that all precautions had been taken to prevent smuggling, it was impossible for him to prove that the crew had been implicated, as two Chinese members had left the ship, and three others had been discharged. He would like to point out, however, that the dynamo casing was open to the free access of the passengers as well as the crew. This was a hard case in which the owners and officers of the ship were innocent yet were not in a position to call all the members of the crew to say that they had had anything to do with the opium.

Replying to the Magistrate, Mr. Bruton said that the dynamo was under the care of the Chief Engineer, and while he could prove that this officer had taken all precautions, it was useless as the Ordinance now stood, to do so without producing all the crew. The casing was on the passenger deck, and there were three means of access to it. The dynamo, of course, was used only at night to light the ship.

His Worship said that he had inspected the casing and could not form any opinion with regard to the hollow in which the opium was concealed. He could not say if it was a fault in construction or was there for any particular purpose.

Mr. Bruton said that the hollow was necessary so as to give the wheel space in which to revolve.

Mr. Smith said that he did not see any reason why the block should be removable.

Mr. Bruton said that was for the purpose of cleaning out the dynamo.

Mr. Smith: There is a grating on top of it. In a small ship like that I can't understand why the engineer could not take more care of the dynamo.

The Magistrate: Yes, a little more care and it could have been prevented. Mr. Bruton: I can prove that all possible care was taken by the engineer, but unless I can take a step further and prove that none of the crew was implicated, what is the use? It is a hard case in which the owners and officers are innocent but cannot prove it to the satisfaction of the Court within the provisions of the Ordinance.

Mr. Smith said that this was not such a flagrant case as some of the previous ones, and if the Company would undertake to take more care in future, that was all he was concerned with. He did not want to press for a heavy penalty.

Mr. Bruton said that there was no doubt every possible precaution had been taken by the officers and engineers. The latter were specially sent to search the ship, and as it was to their interest that the opium be found outside Hongkong, it was reasonable to suppose that they did their best. Notwithstanding that the opium was not detected.

The Magistrate imposed a fine of \$1,000.

COAL BUNKER FIND.

OWNERS OF "LEONGKONG" CHARGED.

Mr. M. K. Lo appeared for the Kwangtung S.S. Company, owners of the s.s. "Leongkong," charged with a similar offence.

Mr. Smith said that the opium (465 taels raw, valued at \$936) was found in a steam coal bunker.

Mr. Lo said that this was one of the usual cases where one or two of the Chinese crew had disappeared, and subsequently he could not prove that the crew had not been implicated.

Therefore there was nothing for him to do but to enter a technical plea of guilty. As all reasonable precautions had been taken by the owners and officers, the only matter he was concerned with was the question of penalty, which he submitted should be a nominal one.

Mr. Smith said that the spare bunker was empty excepting for the opium, which was covered over by a board. He thought this bunker came under the purview of the Chief Engineer.

The Magistrate: It is not open to the public?—No.

Then that disposes of the first point, and the only other one to be dealt with is whether or not due precautions were taken.

Chinese Revenue Officer No. 1 said that he boarded the ship at 7 a.m. on June 19 to search for opium. To enter the spare coal bunker, which was between two others, he had to crawl through a man hole. There was about half a ton of coal in the spare bunker, just enough to cover the floor of the bunker and the board under which the opium was concealed in three kerosene tins.

Mr. Lo: There was no coal.

The witness: There was some.

Mr. Lo: It has been mentioned that the bunker was empty.

Chief Preventive Officer Watt said that there was no coal, but some coal dust.

Mr. Lo: Quite. If there are two bunkers one on each side of this space, which I shall prove is not a spare bunker, one would expect to find coal dust in it. It is not the witness's saying there was coal in it.

I can't understand his attitude unless it is to help secure a conviction.

The Magistrate: In any case, that point is not relative to the case.

Mr. F. P. Engelbrecht, Chief Engineer of the "Leongkong," said that the place where the opium was found was not a spare bunker; it was a "strum."

The board over it could not be fixed as it would hinder the operation of pumping ship in case of bad weather. He had 15 years' experience on ships, including many large ones, and the construction of the "strum" was always similar to those on the "Leongkong."

"We have many 'strums' on the ship," added the witness, "and the only thing we can do as a precaution after this case is to put bars over them. But then they will have to be pulled off before the ship can be pumped, and if the vessel happens to be on a rock, the time wasted in pulling off the bars might cause the ship to sink. After all, the safety of the ship comes first."

Replying to Mr. Lo, the witness said that he was satisfied that he had taken all precautions to prevent smuggling.

Addressing the Magistrate, Mr. Lo said that he should not be particular what precautions were taken. What should concern him was whether or not the precautions that had been taken were reasonable. He submitted that in this case it was the owners' and officers' misfortune but not their fault that opium had been concealed in the "strum." He asked the Macao firm about the consignee, "because he thought they would not know."

In reply to the Magistrate he said he was sure the book on which the goods were shipped belonged to the Comprador and the security required, people would abscond. Smuggling was too tempting a trade to deter, say, a stoker.

Mr. Smith said that he doubted that a stoker was responsible for smuggling so elaborate.

Remarking that he did not think Mr. Lo suggested that a stoker was responsible in this case, the Magistrate imposed a fine of \$1,000.

Mr. Lo said that he would welcome an opinion by the Magistrate on the point whether or not he considered reasonable precautions had been taken by the owners and officers in this case.

He said that it was merely with a view to applying to the Government for some alteration to the Ordinance that he was making the request.

The Magistrate said that he had not been convinced that every member of the crew had taken full precautions. Consequently he could give no opinion on the matter. If he would satisfy Mr. Lo, however, he would say that the witness he had heard had been as cautious as he thought possible.

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THE CHINA MAIL.

WEDNESDAY, JULY 6, 1921.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Sailings—To Canton daily at 8 a.m. (Sunday excepted) and 10 p.m. From Canton daily at 8 a.m. (Sunday excepted) and 8 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE

To Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 8 a.m. only).

From Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 8 p.m. only).

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Tsoo & Soo, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

Regular Sailings to
NEW YORK AND/OR BOSTON.
(VIA SUEZ CANAL).

SS. "BOLTON CASTLE" Sailing on or about 2nd August.
Via Suez or Panama Canal at Owner's Option.

LLOYD TRIESTINO

TAKING CARGO ON THROUGH HILLS OF LADING
FOR LEVANT, BLACK SEA & DANUBE PORTS

PIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR BRINDISI, VENICE, AND TRIESTE.

Via SINGAPORE, PENANG and COLOMBO.

S.S. "CILICIA" Sailing on or about 10th August.

Cargo only.

FOR SHANGHAI.

S.S. "CILICIA" Sailing end of July.

Passenger Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service to

SOUTH AFRICAN PORTS

FROM COLOMBO

S.S. "UMRUZI" Sailing about July 29th.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

OSAKA SHOSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

GONDON ANTWERP, ROTTERDAM & HAMBURG—Monthly direct

service via Singapore and Port Said.

Argus Maru—Friday, 16th July.

BUENOS AIRES—Río de Janeiro, Santos, Mauritius, Durban & Cape Town via

S.S. "Argus" Passenger Service.

Tacoma Maru—Friday, 16th July.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

INDUS MARU—Wednesday, 14th July.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly

service.

KISHU MARU—Monday, 1st August.

Excellent accommodation for 1st and 3rd class passengers.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Island.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and

Europe—Regular fortnightly passenger service触航 at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S.A. in connection with Chicago Milwaukee and St. Paul Railways.

ARABIA MARU—Saturday, 8th July.

ARIZONA MARU—Wednesday, 20th July.

Sumit Dairen.

NEW YORK, VIA PANAMA—BAVARIA MARU—Thursday, 14th July.

NEW ORLEANS, VIA SUEZ—JAPAN PORTS—N.S. direct.

JAYA MARU—Sunday, 10th July.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommoda-

tion for 1st and 3rd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

KAJO MARU—Sunday, 10th July.

TAKAO via SWATOW and AMOY—Thursday, 14th July.

BOSHU MARU—For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & EGERTON S.S. CO., LTD.)

SAILINGS FROM HONGKONG.

"CITY OF NORWICH" Via Suez Canal 9th July.

Call at Boston.

Passenger proceed via Suez Canal or Panama Canal at Owners option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD. HONGKONG & CANTON REILLY & CO. CANTON.

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & BANDAUA.

For Freight and Passage, apply to—

THE CHINA & AUSTRALIA S.S. CO., LTD.

Agents.

Telephone No. 2307 112 Compton Road Central.

SHIPPING

C. N. O. CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

ATLANTIC TO FAR EAST

SWATOW AND SINGAPORE

AMOY, MANILA, CEBU AND ILILO

SHANGHAI AND TSINGTAO

WEI-LUKE, CHENG-TIEN-TIN

SWATOW & BANGKOK

SHANTUNG

SHANGHAI AND TSINGTAO

SWATOW

SHANGHAI AND TSINGTAO

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"DILWARA"	5,420	5th July	Singapore, Colombo & Bombay, Marseilles, London & Antwerp, Marseilles, London & Antwerp
"SYRIA"	7,000	27th July	Marseilles, London & Antwerp
"KALYAN"	9,000	6th Aug.	Marseilles, London & Antwerp
"MANILA"	7,500	19th Aug.	Marseilles, London & Antwerp
"KASHMIR"	9,000	2nd Sept.	Marseilles, London & Antwerp
"KHYBER"	9,000	16th Sept.	Marseilles, London & Antwerp
"SOMALI"	7,000	30th Sept.	Marseilles, London & Antwerp

BRITISH INDIA-APOAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"TORRILLA"	6,500	14th July	Calcutta, via Singapore, Penang and Rangoon

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"KANOWNA"	7,000	25th July	Sandakan Thursday Island, Townsville, Brisbane, Sydney
"ST ALBANS"	4,500	22nd Aug.	Melbourne
"EASTERN"	4,000	19th Sept.	Melbourne

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"GREGORY APCAR"	4,700	7th July	Amoy, Shanghai and Kobe
"KALYAN"	8,000	11th July	Shanghai and Japan

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Class Passengers may travel by B.I.S.N. Company's steamers between Singapore and "Allecto" Singapore and Madras in lieu of the section of their "Allecto" Tickets Singapore to Colombo.
All Cabin passengers will be charged Extra Fares free of charge.
Steamer and Cabin tickets are liable to be cancelled or altered without notice.
Parcels weighing not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.
For further information, Passage Fare, Freight, and other, etc., apply to—
MACKINNON, MACKENZIE & CO.
92, Des Voeux Road Central, HONGKONG.

E. HING & CO.
LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.
Telephone No. 1116. 25, Wing Wo Street, Central.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA OR VANCOUVER via Manila, Keelung, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific and Chicago, Milwaukee & St. Paul Railways.
KASHERA MARU (Omit. Manila) ... Friday, 18th July, at 11 a.m.
SUWA MARU ... Friday, 25th July, at 11 a.m.
FURUKI MARU (omit. Manila) ... Tuesday, 22nd Aug. at 11 a.m.
LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.
KAGA MARU ... Friday, 8th July, at 11 a.m.
YOKOHAMA MARU ... Saturday, 1st July, at 11 a.m.
KLEIST ... Friday, 11th Aug., at 11 a.m.
AMBURG, MARSEILLES, LONDON & ROTTERDAM
VERPOOL & MARSEILLES via Suez.
TRUYAMA MARU ... Friday, 8th July.
DUNDEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
NIKKO MARU ... Tuesday, 18th July, at 11 a.m.
AKI MARU ... Tuesday, 16th Aug., at 11 a.m.
NEW YORK via SUEZ.
TAKETOTO MARU ... Thursday, 9th July.
U.S. AMERICAN POSTS via Cape.
NANAWA MARU ... Friday, 16th September.
KOTOMI MARU ... Sunday, 10th July.
WAHABA MARU ... Monday, 25th July.
LOUTTA & RANGOON via Singapore & Penang.
SUBOBAN MARU ... Monday, 11th July.
PAN PORTS Nagasaki, Kobe & Yokohama.
KI MARU ... Saturday, 16th July, at 11 a.m.
INGHAI, KOBE & YOKOHAMA.
KIMA MARU ... Tuesday, 18th July.
KOKAMA MARU (Kobe direct) ... Wednesday, 13th July.
KIHIMA MARU ... Friday, 19th July, at 11 a.m.
For further information apply to—
NIPPON YUSEN KAISHA
Telephone No. 229.

LINER IN COLLISION.**1,100 PASSENGERS SAFE****DANCING ON DECK AFTER THE CRASH**

In a thick fog the P. & O. liner "Benalla," carrying 1,100 passengers to Australia, was in collision with the oil tanker "Patella" in the Channel early in the morning. Neither ship was badly damaged and there were no casualties. The passengers were landed at Newhaven and sent on to London.

The "Patella" (5,617 tons) belongs to the Anglo-Saxon Petroleum Co. After the collision, which occurred at 2:15 a.m., the "Benalla" sent out wireless calls for assistance, and these were answered by the Newhaven Harbour Company's wireless station, and the lifeboat was sent out.

The lifeboat left at 2:30 a.m., but it was not till six o'clock that the "Benalla" was found beached off the Royal Sovereign Lighthouse in Pevensey Bay. The captain informed the lifeboat skipper that he did not require assistance and that his ship was not badly damaged. The Eastbourne lifeboat also put out, but returned after a seven hours' search without finding the "Benalla."

The "Benalla" was struck on the port side of No. 4 hold, but was not holed. The "Patella's" bows were slightly damaged. After standing by to see if assistance were needed she proceeded to her destination, Calais.

Abraham Broidos, of Hampstead, London, one of the passengers, said that after the crash the stewards ordered all on deck. When it was found that there was no immediate danger the captain ordered refreshments to be served to all passengers and pianos were brought on deck. Concerts and dancing were held until the vessel was safely beached.

DON'T NEGLECT YOUR FAMILY.

WHEN you fail to provide your W family with a box of hamper's Coal and Linen, Remember at this season of the year, you are neglecting them, as travel complaint is sure to be prevalent and it is too dangerous a malady to be trifled with. This is especially true if there are children in the family. A case or two of this remedy will place the trouble within control and perhaps save a life, or at least a doctor's bill. For sale by all Chemists and Storekeepers.

P. & O. S. N. CO.**STEAMERS FOR
STRAITS, C. LOOMBO, AUS-
TRALIA, ROMBAY, EGYPT,
MEDITERRANEAN PORTS
& LONDON.**

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American and South African ports.

THE Steamship "DILWARA"

Captain Baba, carrying His Majesty's Mail will be despatched from this Port on or about SATURDAY, 8th July, 1921, taking Passengers and Cargo for the above Ports.

Silk and Valuables and Tea for Italy, France and London (under arrangement) will be shipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages required.

For further particulars apply to—
MACKINNON, MACKENZIE & CO.

Agents
Hongkong, June 27, 1921.

SHIPPING.**VEREENIGDE NEDERLANDSCHE
SCHEEPVAART MAATSCAPPIJ**
(United Netherlands Navigation Company.)**HOLLAND-OOST AZIE LIJN**

(Holland East Asia Line.)

(Member of the Straits, China & Japan Conferences.)

Regular monthly service between

YOKOHAMA, KOBE, DAIREN, SHANGHAI, HONGKONG, MANILA
AND
AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN.

Steamers Loading For Sailing.
BRILL ... August ... Rotterdam & Hamburg ... 8th August
M. J. ... September ... Amsterdam & Hamburg ... 4th Sept.
TJEMNOEK ... October ... Rotterdam & Hamburg ... 3rd Oct.

For full particulars please apply to—

JAVA CHINA JAPAN Lijn,

General Agents, York Building.

**JAVA-PACIFIC LINE
OF THE
JAVA-CHINA-JAPAN LIJN**

Steamer From Expected Will leave For
TIKEMBANG Java 22nd July 29th July SAN FRANCISCO

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon.
Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN,
General Manager, York Building.

Telephone No. 1874.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDRIES. All work done in this establishment is guaranteed. We have over thirty years experience. We own two tugs and can accommodate any craft of 200 feet long.

Town Office: 6, Connaught Road Central, Hongkong. Telephone No. 454. Shipyard: 1 Santa Cruz Rd., Kowloon, Hongkong. Telephone No. 2.

Estimates furnished on application.

Hongkong, April 1, 1921.

MEN MUST MARRY.**HARD LABOUR FOR THOSE
WHO DON'T.**

An Anti-Bachelor Bill introduced into the Turkish Nationalist Parliament at Ankara makes marriage compulsory for men over 25.

Defaulters will be fined a quarter of their earnings, which will be deposited in agricultural banks to help peasants to marry. No adult Civil Servant may be a bachelor.

Gifts of land, loans, and State education for children will be held out as rewards for marriage with a penalty of hard labour for a confirmed bachelor.

For re-reporting purposes well-to-do Turks under 25 are encouraged to keep two wives, contrary to the modern practice due to the cost of living, of having several wives in succession.

NOTICES TO CONSIGNEES

VEREENIGDE NEDERLANDSCHE
SCHEEPVAART MAATSCAPPIJ
(United Netherlands Navigation Co.)

HOLLAND-OOST AZIE LIJN
(Holland East Asia Line.)

NOTICE TO CONSIGNEES

From: HAMBURG, AMSTERDAM,
LA PALICE, GENOA, LISBON
& SINGAPORE.

HIS Steamship

"RADIA"

having arrived from the above Ports,

Coupons of Cargo by her are notified

that all goods are being landed at their

risk into the hazardous and/or extra

Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd.

Whence and/or from the wharves de-

ivery may be obtained.

Goods not cleared by the 10th July,

1921, will be subject to rent.

All broken, chafed and damaged

packages are to be left in the Godowns,

where they will be examined on the

9th July, 1921, at 10 A.M. by

Messrs. Goddard & Douglas.

Claims against the steamer must be

presented in writing within ten days

after arrival of steamer, otherwise they

will not be recognized.

No Fire Insurance will be effected by

the underwriter in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN,

General Agents.

Hongkong, July 4, 1921.

SHIPPING

HONGKONG HOTEL CO., LTD.

OPERATING:-

HONGKONG HOTEL GARAGE - Telephone No. 32
RUSSELL STREET GARAGE - Telephone No. 659
REPULSE BAY GARAGE - Telephone No. 881

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA FOR:-

ROLLS ROYCE - Cars
STUDEBAKER CORPORATION Cars
WHITE COMPANY - Commercial Trucks
UNITED STATES RUBBER CO. Tyres & Rubber Goods
A. E. LEJEUNE - Motor Car Mascots

HEAD OFFICE & SHOW ROOM IN PEDDER STREET.

SHIPPING.

TRAGEDY OF AN EMPTY LIFEBOAT.

STEAMER PICKS UP UPTURNED CRAFT OF SEAMEN MISSING TWO MONTHS.

Mute evidence of the gallant fight made by the crew of the ill-fated United States naval fleet tug "Conestoga" after their craft had founders en route from Mare Island to Pearl Harbour, Hawaii, was found in an upturned lifeboat of the Lower California coast on May 17, by the steamer "Senator," according to a radiogram received by Rear-Admiral Roger Welles from Captain Sosbt of the Admiral Line steamers.

Captained Sosbt radioed Admiral Welles as follows:

The steamer "Senator," bound from Corinto for San Francisco, sighted an upturned lifeboat at 9.30 o'clock this morning in latitude 28 degrees 15 minutes north, longitude 125 degrees 42 minutes west. Boat apparently belonged to United States Navy. We found a letter "C" in brass on bow, removed it and discovered numbered 5,535 underneath. Took off brass letter, but turned boat adrift, as it was in very bad shape. Boat evidently had been in water about two months.

Naval officers of the Eleventh Naval District here say that unquestionably the lifeboat belonged to the "Conestoga." The tug sailed from Mars Island March 27 with a 500-ton steel coal barge in tow and has never been heard of. It carried a crew of 30 officers and men, most of whom hailed from the Atlantic coast.

WHOSE BOAT IS IT?

Captain Sosbt will turn the brass plate over to the commandant of the Twelfth Naval District upon arrival at San Francisco.

The following radiogram relating to the unsuccessful search for the ill-fated fleet tug "Conestoga" was received from Rear-Admiral Roger Welles from Rear-Admiral William R. Shoemaker, commandant of the Fourteenth Naval District at Honolulu:

All vessels that have been searching 13 days for the tug "Conestoga" have returned with the exception of submarine 4-14. The vessels systematically covered an area of 500 miles a day during the thirteen-day search, extending from Cahu to Midway islands. "Conestoga" probably lost.

The Heleot picked up by the steamer "Senator" belonged to the missing tug "Conestoga" was held "very improbable" by Captain Robert Morris, assistant commandant of the Twelfth Naval District.

Captain Morris said that the point where the lifeboat was found was on the route to Panama, 800 miles out of the "Conestoga's" course to Honolulu. He said it was hardly possible that a lifeboat would drift that far in the time specified. Identification by means of the letter "C" is valueless, he said, because of the number of vessels whose names begin with that letter.—San Francisco Chronicle.

GOODS BY SEA.

QUESTION OF LIABILITY.

The conference of the Maritime Law Committee of the International Law Association, held at Gray's Inn Hall was devoted to summing up the results of discussions at the earlier sessions. On the question of whether freedom of contract on the part of the shipowners with regard to the carriage of goods by sea should be absolute, or limited by legislation, the majority of the committee favoured a uniform law among maritime states for liability for losses caused by defect of ship or default in the handling and custody of goods to be obligatory upon the shipowners. The provision was, however, suggested that, following the Canadian statute, if the owner exercised due diligence to make the ship in all respects seaworthy and properly manned, equipped and supplied, neither the ship nor the owner, agent nor charterer should become responsible for loss or damage resulting from faults or errors in navigation or in the management of the ship or from latent defect.

Mr. Edward F. Nichols, representing the underwriters, emphasized the absolute necessity in the interests of overseas commerce of liability on the part of shipowners to limit in clear terms the liabilities incurred by them by means of the contracts of affreightment.

It was decided to refer the following questions to the conference of the International Law Association, to be held at The Hague in September: Whether it is desirable in the interests of seafarers trade that the rights and liabilities of the cargo owner and shipowner under all contracts for the carriage of goods by sea should be controlled by State action, and (2) if so, to what extent.

LIVERPOOL SHIOPWNERS' VICTORY.

REDUCED WATER RATES.

Liverpool shipowners have long complained that they were charged too much for water for their ships, and their association have successfully raised the question at the sittings of the Lords' Committee on the

Liverpool Corporation Bill. Mr. Jodder, I.C., said the charge was now 4s 8d per thousand gallons, which could not be considered unreasonable. Colonel Davidson, water engineer, in giving evidence, said that in fourteen ports, including Singapore and Ceylon, the charges were higher than in Liverpool. A shipowner paid no rates on his ship, had no meter rent, had practically no minimum to pay, and had nothing to pay for the connection of the main with the ship. He was also given excellent protection by fire hydrants provided at the expense of the Corporation at the docks, and he could always rely on a full supply of water, however much traders at a higher level of supply might suffer. Again, demands for shipping water varied very much, while other made a regular demand. Sir Norman Hill, the shipowners' secretary, in his reply, said their engineer, Mr. Perry, calculated that by 1910 the Corporation had made a profit of £300,000 on water supplied to shipping. The Committee decided to insert the amendment asked for by the Shipowners' Association, limiting the charge for water for shipping to 115 per cent. more than the charge for water for trading purposes.

GERMANY AND CHINA COAST SHIPPING.

Germans are again uncontestedly active in China coast shipping, according to Shanghai advice to the *Marine Journal*. No less than 22 German shipowners are now in Chinese ports. They appear to be well supplied with money.

A Chinese shipping company operating about a dozen vessels has engaged a marine superintendent who, before the war was master of a North German Lloyd vessel. Recently, it is reported, an attempt was made to charter a large Chinese vessel to carry cargo and passengers to European ports. Afterwards she was to proceed to Hamburg and return with German cargo and German passengers. The scheme seems to have fallen through, however. German business men and engineers are arriving quietly every week.

GENERAL NOTES.

At the River Commissioners' meeting in Newcastle it was reported that there were 244 vessels laid up in the Tyne.

The Robert Doll & Co.'s str. "Robert Dollar" was due to arrive at Shanghai in Friday from Vancouver bringing 1,847,000 ft. of lumber and about 1,000 tons of general cargo. The "Robert Dollar" is an ex German ship which was allotted to Great Britain by the Reparations Commission and purchased by the company.

To such a pitch has cargo pilfering been carried in Australia that it has been found necessary to appoint a Royal Commission to inquire into the situation and report thereon. One of the points to be studied is whether there is any proof of conspiracy between Customs officers and others to enable pilfering to be carried out successfully.

The a.s. "Cap Arcona," one of the German vessels allocated to France by the Reparations Commission, is due this morning with 493 repatriated Chinese coolies. Before the war she was one of the passenger liners of the Hamburg South America Company. This is her second trip to the Far East but her first visit to Hong Kong. The "Cap Arcona" is a vessel of 9,832 tons gross and was built at Hamburg in 1907.

Nantes, in response to its request to have freight space placed at its disposal for the Far East, has had partial satisfaction from the Cie des Chargeurs Reunis. This company has promised that its ships shall make Nantes a port of call when outward bound; if notice is given beforehand that reasonable tonnage can be shipped. On the other hand, the line's agent at Saigon is authorised to accept for shipment to Nantes in any single hold a minimum of 100 tons.

The Cunard Line's new building, No. 25, Broadway, New York, which has just been opened, is a great and

THE NEW MARRIAGE.

MATRIMONIAL CONTRACT.

ACTION FOR BREACH OF PROMISE.

A curious marriage contract was produced in the Mixed Court in a case arising out of an alleged broken promise of marriage. It came about that the girl who is 24 years old, a native of Szechuan, is of an advanced and highly educated type, having been trained in an Edinburgh college amongst other places and also at the London School of Economics. The parties are said to have signed a "matrimonial contract" setting forth that "they have offered their hands to each other in cultured wedlock and will not be enslaved by the hateful customs of the old society and they will in perpetuity preserve their exclusive and undivided affections one towards the other. Under no pretence whatever will the married life of the contracting parties be affected by the admission of a concubine."

Subsequently, there was another contract which stated: "The two parties have entered into this matrimonial contract in a civilized process i.e. by mutual consent in view of parental decisions, and undertake to liberate themselves from the bad practices of old society and, by maintaining sentiments of mutual respect, they will preserve their mutual affections pure and unbroken. But the date of the wedding will be determined by the date when the pursuas in which the contracting parties are engaged will have been completed."

The court ordered \$2,000 security for the parties to appear in three weeks says the *N. C. Daily*. The court ordered \$2,000 security for the parties to appear in three weeks says the *N. C. Daily*.

SUNSET GLOW BALL.

PARIS PAGEANT OF FASHION.

Hundreds of dancers in magnificent frocks of a hundred hues jiving and fox-trotting under the glow of an artificial sunset of orange and red, was the spectacle to be seen in the Theatre des Champs-Elysees on the occasion of the "Sunset Ball" arranged by the Marquise de Polignac, for the charities of Rheims.

The British Ambassador, Lord Hardinge, together with the Spanish, Italian, and Japanese Ambassadors, sat in the lower boxes of the enormous theatre.

The lighting effects were very remarkable and artistic, and the balustrades of the great staircases and the halls of the beautiful salons were hung with red and orange bunting to harmonize with the scheme of sunset colouring.

The great attraction of the evening was a parade of about 50 mannequins from the leading Paris houses, wearing the latest and most splendid evening frocks.

Such a pageant of fashion has never been seen on a dancing floor in Paris before.

handsome structure occupying 48,000 square feet, with a frontage on Broadway of 203 feet, 248 feet on Morris-street, and 231 feet on Greenwich-street. The new building is twenty-two stories in height, and is one of the finest structures in the United States. The Conrad Anchor Line will occupy the first four floors. The main hall, which is entered through two handsome bronze doors, is one of the finest and largest in the city and is surrounded by a dome rising sixty-eight feet from the floor.

As it occasionally happens that reports of courts of inquiry held into the loss or damage of British vessels which take place in British Possessions abroad are not published, and as it might occur that officers whose certificates were dealt with by these courts would not have the matter brought to the notice of the Imperial Merchant Service Guild, communications were addressed to the Marine Department of the Board of Trade on this subject. The Board of Trade immediately recognized the possibility referred to and have now informed the Guild that in all cases in which certificates are dealt with, or officers censured, a report of the case will be sent to the head office of the Guild.

Mrs. Anna Dobek has just celebrated her 123rd birthday at Chocieow, in Poland. She is sound in body and mind, and attributes her great age to the fact that she has never been bothered with a husband.

Thomas Hale, a cowboy on a ranch near Gregory, South Dakota, captured a live eagle with a lariat. Hale saw the eagle swoop down on a calf. Waiting until the bird had eaten its fill, he rode toward it, roped it, and carried it home.

MODERN JEAN VALJEAN.

DRAMATIC STORY.

CONVICT AS SOLDIER.

It is a dramatic life story that of Jules Carrel, who, escaping from a convict settlement at Golant ten years ago, has just been arrested at Montmartre, where he was born, and to which he was lured by a feeling of homesickness. Carrel belongs to the notorious gang of thieves known as the "Sacraments," because they made a specialty of robbing churches. He was sentenced to ten years' hard labour and perpetual banishment, and transported to Golant. His first attempt to escape was unsuccessful. Later on he and four other convicts escaped. One was shot in the brain, the others managed to leave in a frail boat, but quarreled during the voyage, and another lost his life. The remaining three succeeded in reaching Europe. Like Jean Valjean, Carrel turned over a new leaf, and became an honest and highly-respected man, working in England and America, where he had good positions in hotels.

When the war came Carrel joined up, and comport himself so well that he was entrusted with dangerous missions. After the armistice he returned to his work in the hotels, this time at Sarrebourg and Sarreguemines, where he married a war widow with two children. Then a longing seized him to return to Paris and Montmartre. He was sitting outside a cafe in the Place Pigalle, when a detective with a good memory for faces came along and identified him as an escaped convict. Had he remained away eighteen months longer he would have benefited from the Prescription Law and been a free man.

A TRUANT TROPHY.

MISSING KRUPPS GUN.

A PENANCE COMEDY.

Panagites on their way to business the other morning might have noticed that the famous war trophy, the Krupp gun that mounts guard by way of penance in front of the Supreme Court buildings, had vanished, and with it its smaller companion. The matter remained a mystery and occasioned a good deal of speculation but a day or two later the Krupp was back again. The smaller gun is still missing. It appears, according to a correspondent of the *Philang Gazette*, that certain ultra-patriotic persons made up their minds to combine a public protest with a practical joke. Their grievance is that the gun is being neglected by its custodians. Hence the appearance of a couple of Europeans a bullock cart, and gang of coolies upon the Supreme Court lawn at 4.30 p.m. on Wednesday. With a great deal of noise but in a workman-like manner the gun was removed from the platform and attached by a couple of ropes to the bullock cart, then, with one European sitting on the muzzle and another on the tail piece to preserve the balance the gun was slowly hauled out of the compound and along Farquhar Street, where the police were politely requested to give an eye to the traffic, to the E & O Hotel where it was deposited on the lawn facing the sea to the great delight of the visitors and embarrassment of the manager. There it remained all day and as Mr. Series is already the proud possessor of two old guns the popular impression was that he had added to his collection. At breakfast time the P.W.D. sent for the gun and restored it to its allotted position.

The great attraction of the evening was a parade of about 50 mannequins from the leading Paris houses, wearing the latest and most splendid evening frocks.

Such a pageant of fashion has never been seen on a dancing floor in Paris before.

In the House of Commons at question-time, Sir Robert Horne, Chancellor of the Exchequer, stated that the cost of the Government measures in connection with the coal stoppage was as follows:— Defence force and army reserve, £7,000,000; Navy £1,225,000; Air Force, £300,000; and civil emergency forces £300,000. The subsidy to the miners of £10,000 might be a further charge in respect of coal purchased abroad and the cost of indemnifying the railways.

STANDARD OIL EXPLOSION.

EIGHT PERSONS KILLED AND 36 INJURED.

Winnipeg, Canada, July 5.

An unexplained explosion at the Standard Oil Company's refinery resulted in eight persons being killed and 36 injured.

DAIRY FARM NEWS.

REDUCTION IN PRICE OF BUTTER.

"Daisy" - \$1.45 per lb.

"Dairymaid" - 1.35 " "

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TO-DAY'S CABLES.

(Reader's Service to the *China Mail*)

THIRD TEST MATCH.

AUSTRALIA BEATS ENGLAND BY 219 RUNS.

SOME INTERESTING PLAY.

LONDON, July 5.

The weather was sunny. There were 7,000 spectators. The sight was good. Douglas was not fielding owing to his wife's operation for appendicitis. Runs were easily made. Andrews knocked eight fours. Carter was lucky with an orthodox play. White's bowling was very accurate and the English fielding poor. Brown who was lame through being injured in the night did good driving. Wooley played excellent cricket for 55 minutes. Jupp and Tennyson played vigorous cricket. Australia won by 219 runs. The scores follow:

AUSTRALIA'S SCORE.

Andrews b Jupp	22
Carter b. W. Parkin	45
Pelive b Ducat & White	15
Taylor c Tennyson b White	3
Armstrong	22
Gregory c Jupp b White	3
Henty	11
Extras	17

Total (for seven wickets)..... 275

Australia declared at this score.

BOWLING ANALYSIS.

Douglas took no wickets for 38 runs; White three for 32; Jupp two for 45; Parker one for 91; and Wooley one for 45.

ENGLAND'S SCORE.

England's score was as follows:	
Hardinge c Gregory b McDonald	5
Brown b. W. Parkin	45
Hearne c Taylor b McDonald	27
Woolley b. Malley	37
Ducat st. Carter b Malley	2
Douglas b Gregory	

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES

CHINA COAST, ETC.

SWATOW.
July 7.—C. N. Chanshow.
7.—C. O. Hydrangeas.
8.—D. L. Naibong.
10.—I.C.S.N. Clevang.
11.—C. O. Hydrangeas.
12.—I.C.S.N. Lechang.
14.—D. L. Haiching.
14.—C. S. Chuan.
14.—D. S. K. Soehi Maru.
15.—D. L. Haichoong.

AMOY.
July 7.—C. N. Lisan.
7.—C. N. Soochow.
8.—D. L. Haibeng.
12.—D. L. Haiching.
14.—D. S. K. Soehi Maru.
15.—D. L. Haichoong.

FOOCHOW.
July 8.—D. L. Haibong.
12.—D. L. Haiching.
15.—D. L. Haichoong.

SHANGHAI.

July 7.—C. N. Soochow.
9.—C. N. Yinchow.
10.—I.C.S.N. Hopsang.
10.—I.C.S.N. Choyang.
12.—C. N. Shahtung.
14.—C. N. Sanning.
16.—C. N. Suyiyang.
17.—J.C.J.L. Tsinwong.
18.—M. M. Porthos.
19.—C. N. Sintkiang.
Aug. 8.—B. F. Ascapus.

WEIHAIWEI AND CHEFOO.
July 11.—C. N. Kueishow.

TIENTSIN.

July 11.—C. N. Kueichow.
TSINGTAO.

July 8.—C. N. Yinchow.
10.—I.C.S.N. Choyang.
13.—C. N. Soiyang.

PUKOW.
July 12.—C. N. Shantung.
18.—C. N. Shantung.

TAKAO.
July 14.—O. S. K. Soehi Maru.

KEELUNG.
July 10.—O. S. K. Rajo Maru.

HAIPHONG AND HOIHOW.
July 12.—I.C.S.N. Lokhang.

SAIGON.
Aug. 3.—A. L. Late Onawa.

SINGAPORE.
July 7.—C. N. Chagchow.
22.—C. M. China.
Aug. 3.—A. L. Late Onawa.
Sept. 16.—C. M. Nile.

BANGKOK.
July 12.—I.C.S.N. Leesang.
12.—C. N. Chosan.
Aug. 1.—C. S. R. Kishu Maru.

PHILIPPINE ISLANDS, ETC.

MANILA.
July 7.—C. N. Linan.
11.—S. & D. Loenggang.
20.—B. F. Protobius.
Aug. 11.—B. F. Tucor.
30.—B. F. Talbybius.
30.—C. M. Nanking.
Sept. 21.—B. F. Tyodoreus.
Oct. 18.—B. F. Protobius.
Nov. 8.—B. F. Tucor.
28.—B. F. Talbybius.

CEBU AND ILOILO.
July 7.—C. N. Linan.

SANDAKAN.
July 12.—I.C.S.N. Huzang.

JAVA PORTS, ETC.

July 8.—J.O.I.L. Tjedas.
19.—J.C.J.L. Tjedas.
22.—Nanyo Y. K. Macasar Maru.

INDIAN PORTS, ETC.

CALCUTTA.
(Via Rangoon.)

July 12.—R. S. N. Nameang.
14.—R. S. N. Terilla.
11.—R. Y. K. Muors Maru.
23.—B. I. Gregory Apcar.

BOMBAY AND COLOMBO.
July 7.—N. Y. K. Tokom Maru.
8.—P. O. Dilwara.

AUSTRALIAN PORTS.

SYDNEY AND MELBOURNE.
July 14.—A. O. Champa.
19.—N. Y. K. Niko Maru.
23.—E. A. Akl Maru.
23.—N. Y. K. St Albans.
Sept. 19.—E. & A. Eastern.

JAPAN PORTS.

July 7.—I.C.S.N. Komuras.
7.—B. I. Misihisa Maru.
7.—B. I. Gregory Apcar.
11.—P. O. Kalyan.
13.—B. I. Telensis.
13.—N. Y. K. Tambo Maru.
17.—N. Y. K. Aki Maru.
17.—Nanyo Y. K. Seng Maru.
18.—B. I. Porthos.

19.—B. I. Kashim.
21.—B. I. Cyclops.
21.—P. O. Marcella.
21.—J.C.J.L. Jelbont.
24.—R. P. O. Flaminia.
24.—E. & A. St Albans.
24.—B. I. Ningchow.

25.—B. I. Finco.
25.—P. O. Bonali.
25.—P. O. Sardina.
25.—P. O. Karmala.

CESAREAN OPERATION.

MOTHER AND TWINS SAVED.

How three lives were saved by the same surgical operation is related in a despatch from Ossining near New York.

The patients were a woman of forty, Mrs. G. M. Blake, and her twin babies. Mrs. Blake has no other children; her heart is weak, and her doctors had grave doubt whether she could survive even a normal confinement. A Cesarean operation was decided upon and performed with complete success.

The mother is making an excellent recovery. The twins, a boy and a girl, weigh seven pounds each. They have been christened Caesar and Cesarea, to commemorate the operation to which they owe their lives.

"The Cesarean operation is the bringing of a child into the world by cutting through the walls of the abdomen and uterus—so-called because Julius Caesar is said to have been born in this manner.

AMERICAN PORTS.

VANCOUVER.
July 13.—C.P.O.S. Empress of Japan.
21.—C.P.O.S. Empress of Asia.
21.—C.P.O.S. Provinces.
21.—C.P.O.S. Mongolia.
24.—B. F. Irion.
Sept. 15.—C.P.O.S. Empress of Asia.
20.—C.P.O.S. Empress of Japan.
Oct. 13.—C.P.O.S. Empress of Russia.
26.—C.P.O.S. Montreal.
Nov. 2.—B. F. Protosilas.
23.—B. F. Ixion.

SEATTLE.

July 9.—O. S. K. Ambar Maru.
8.—A. L. Keystone State.
10.—S. & D. West Canion.
12.—N. Y. K. Kastina Maru.
13.—W. L. Watanabe Maru.
17.—A. L. Edzino.
20.—O. S. K. Arizone Maru.
22.—A. L. Wenzelbach.
28.—N. Y. K. Silver State.
15.—A. L. Keystone State.
23.—S. & D. West Iron.
Sept. 9.—A. L. Fystone State.
20.—A. L. West Iron.
23.—N. Y. K. Fushimi Maru.
25.—A. L. Westron.
Oct. 2.—A. L. Westron.

SAN FRANCISCO.

July 15.—S. & D. West Islip.
15.—C. M. Nile.
16.—T. K. K. Shinjo Maru.
30.—T. K. K. Perita Maru.
Aug. 9.—C. M. China.
12.—T. K. K. Ecuador.
17.—T. K. K. Taiyo Maru.
27.—T. K. K. Siberia Maru.
Sept. 9.—T. K. K. Teijo Maru.
29.—C. M. Nanking.
30.—T. K. K. Korea Maru.

NEW YORK.

VIA THE CARA.
Sept. 16.—N. Y. K. Kamigawa Maru.
(Via JAPAN, HOKKODA, SAN FRANCISCO, CALIF., AMERICA & ITOUGA.)
July 19.—T. K. K. Choyo Maru.
Aug. 15.—T. K. K. Gingo Maru.

NEW YORK.

VIA PANAMA.
July 14.—O. S. K. Haesa Maru.
12.—B. L. Bellflower.
Aug. 15.—D. L. Esther Dollar.
VIA SZETZ.
July 1.—N. Y. K. Takeyama Maru.
8.—B. F. City of Norwich.
10.—D. L. Robert Dollar.
Aug. 2.—D. & Co. Bolton Castle.
6.—B. F. Helene.
28.—B. F. Knight Templar.
Sept. 8.—B. F. City of Canton.

SOUTH AMERICAN PORTS.

DURBAN AND CAPE TOWN.
(VIA SINGAPORE, BUENOS AIRES, RIO DE JANEIRO, SAO PAULO AND MAURITIUS.)
July 14.—O. S. K. Tacoma Maru.

BRINDISI, VENICE & TRIESTE.

Aug. 10.—L. T. Cilia.

EUROPEAN PORTS.

LONDON.
July 8.—N. Y. K. Kaga Maru.
10.—E. L. City of Pruhane.
14.—R. F. Lemond.
16.—O. S. K. Arriva Maru.
19.—R. F. Mentor.
20.—G. L. Glencavy.
25.—G. L. Glenloch.
27.—F. O. Syria.
29.—O. S. K. Siam Maru.
31.—N. Y. K. Yokohama Maru.
Kleist.
11.—B. F. Rajan.
15.—B. F. Ternion.
19.—B. F. Manasia.
19.—P. & O. Afrimo.
20.—B. F. Afrimo.
31.—G. L. Glenamoy.
Kashim.
6.—B. F. Koenra.
18.—P. & O. Khyber.
25.—G. L. Glendale.
30.—P. & O. Somalis.
28.—P. & O. Pyrhus.
28.—P. & O. Sodan.
28.—P. & O. Ferdinand.
30.—P. & O. Nore.
Kamala.

LIVERPOOL.

July 10.—B. F. Erythron.
15.—R. F. Agremont.
25.—B. F. Erypylus.
Aug. 8.—B. F. Cyclops.
20.—B. F. Assuris.
25.—B. F. Calched.
July 10.—B. F. Erythron.
15.—R. F. Agremont.
25.—B. F. Erypylus.
Aug. 8.—B. F. Cyclops.
20.—B. F. Assuris.
25.—B. F. Calched.

HAMBURG.

July 20.—H.E.A.L. Bratella.
Aug. 15.—H.E.A.L. Rajja.
Sept. 15.—H.E.A.L. Timor.
Oct. 15.—H.E.A.L. Almeria.

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C. L. HANDES,

Manager, Hongkong—Queen's Road Central, Hongkong, April 25, 1921.

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10

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(Reader's Service to the China Mail)

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EVERY BRANCH TO BE DEVELOPED.

LONDON, July 5.

A further Imperial Conference communiqué states that after discussion it was passed constituting a committee of which Mr. Winston Churchill was chairman to include one representative each of Canada, Australia, New Zealand, South Africa and India to act in consultation as required with the President of the Board of Trade, the Air Minister, and the Postmaster-General. The Committee is to consider and report as soon as possible on the question of the practical means available for the development of imperial communications by land, sea, air cable, radio telegraphy and telephony. A report of the discussion will be issued to-morrow. German reparations payment will be discussed to-morrow.

MILITARY DEFENCE.

LONDON, July 5.

A conference communiqué states that the Secretary of War and the Chief of the Imperial Staff made a statement on military defence after which the Minister of Air and the Chief of the Air Staff dealt with the development and potentialities of the air service. There were short discussions on each subject. The ministers and expert advisers were questioned and departmental committees were appointed to consider and report on certain subjects.

TREASURY BONDS.

NEW 5% PER CENT. ISSUE TO MEET MATURING OBLIGATIONS.

LONDON, July 5.

In the House of Commons Sir Robert Horne Chancellor of the Exchequer, announced that the prospectus was being issued on July 11, for a new issue of 5% per cent. Treasury bonds at 97 maturing on April 1, 1929. The loan would be unlimited and no period would be fixed for subscriptions. The sole object was to provide for redeeming maturing obligations and avoiding undue recourse to Treasury Bills and ways and means of advances. Holders of 5 per cent. Exchequer Bonds maturing on October 5 and national War Bonds Maturing in 1922 and 1923 would be converted into the new issue.

LONDON, July 5.

Reuter learns that the new Treasury Bonds are convertible at holder's option on April 1, 1922 or October 1, 1922, into 3½ per cent Conversion Loan at the rate of £140 Conversion Loan for each £100 of bonds converted. The Government is anxious to clear away as far as possible embarrassment of heavy obligations maturing during the next five years, including £80,000,000 debt to the United States and Canada, and £300,000,000 war bonds maturing this year and early in 1922.

ITALIAN CABINET.

NEW MINISTER OF FOREIGN AFFAIRS.

PARIS, July 5.

The Marquis Della Torretta has telegraphed from Paris to Rome accepting the portfolio of foreign affairs in the Italian Cabinet.

TROPICAL ISLAND COLONY.

OFFICIAL WARNING.

The following communication has been issued by the Foreign Office: During last autumn reference was made in the Press to a scheme for the formation of a "Tropical Island Colony" in one of the Marquesan Islands in the Pacific. It is understood that a certain number of persons have left the country with the object of joining the colony, and that others are contemplating doing so. It is therefore, thought desirable to publish the following extracts from a report on the Marquesan Islands, which has been received in the Foreign Office:

"The climate of these islands is trying, and white people have difficulty in withstanding it. It appears from medical reports that the population of this archipelago is diminishing in numbers. The chief causes of its diminution are intermarriage, alcoholism, tuberculosis, venereal disease, and the extreme gravity of morals."

The report who states that elephantiasis is endemic in these islands as well as tropical zone, though it is not found in the tropics.

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"TERESIAS" 16th Aug. London, Amsterdam & Antwerp
"ATREUS" 30th Aug. London, Amsterdam & Antwerp

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"XANTHYS" 16th July Miles, Havre, L'pool & G'vow
"AGAMEMNON" 26th July Liverpool & Glasgow
"EURYFYLUS" 5th Aug. Genoa, Marseilles & L'pool

PACIFIC SERVICE (via Suez and Yokohama)

"PROTEGELAUS" 3rd Aug. Victoria, Seattle and Vancouver
"IXION" 5th Aug. Victoria, Seattle and Vancouver
"TALTHYBIUS" 14th Sept. Victoria, Seattle and Vancouver

NEW YORK SERVICE (via Suez or Panama)

"HELENUS" 6th Aug. via Suez

HOMEWARD PASSENGER SERVICE

"MENTOR" 19th July for London
"TERESIAS" 16th Aug. for London
"ASCANTUS" 7th Sept. for Liverpool

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POST OFFICE NOTICES.

REGISTERED and PARCEL MAIIS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 5 p.m. registered and parcel mails are closed at 5 p.m. on the previous day.

On and after July 1, 1921, the rates of postage payable on parcels for the United Kingdom will be as follows:

For a parcel not exceeding:

3 lbs. 10s. 10d. 1s. 6d.

7 lbs. 2s. 2d. 2s. 0d.

11 lbs. 3s. 0d. 3s. 0d.

INWARD MAIIS.

FROM WEDNESDAY, JULY 6.

Raihong Cap. Adona
Japan, Shanghai and Manila
Shanghai
Japan
Shanghai

Takao
Takao
Takao
Takao

Amoy
Amoy
Amoy
Amoy

Swatow
Swatow
Swatow
Swatow

Hainan
Hainan
Hainan
Hainan

Tsinchow
Tsinchow
Tsinchow
Tsinchow

Lian
Lian
Lian
Lian

Hyderabad
Hyderabad
Hyderabad
Hyderabad

Yenping
Yenping
Yenping
Yenping

Kwei Wah
Kwei Wah
Kwei Wah
Kwei Wah

OUTWARD MAIIS.

FROM WEDNESDAY, JULY 6.

Samshui and Wuchow
Straits, Penang, Calcutta, and ADEN

Twining
Late Farmingdale

4.30 p.m. 5 a.m.

THURSDAY, JULY 7.

Weihaiwei, Chefoo and Tsinchow

Chipping
Horst Mart

9 a.m. 9 a.m.

FRIDAY, JULY 8.

Cards
Letters 8.30 a.m.

Empress of Japan
Europe via Suez (Letters only London 2nd June). Gregory Apt
Japan and Shaohui

Chingchow
Kuimia Mart

9 a.m. 9 a.m.

SATURDAY, JULY 9.

Letters 8.30 a.m.

Empress of Japan
Europe via Suez (Letters only London 2nd June). Kuimia Mart

9 a.m. 9 a.m.

SUNDAY, JULY 10.

Letters 8.30 a.m.

Tamia Mart

9 a.m. 9 a.m.

HONGKONG REGISTER.

Pearson's day at 8 p.m.

Temperature 93.76 93.77 93.71

Humidity 75 71 61

Direction of Wind N N N

Force Weather 5 5 4

Barometer 92.90 92.90 92.93

Lowest open air Temperature on the 6th 82

Lowest open air Temperature on the 6th 81

T. F. CLAXTON, Director

Hongkong Observatory July 6, 1921.

HONGKONG TIME SIGNALS.

The Time Bell on Kowloon Signal Hill is dropped daily at 10 a.m. and 4 p.m.

The Bell is stopped when it is dropped at 10 a.m. and 4 p.m. and on Sundays and Holidays when it is stopped at 10 a.m.

The Bell is hinged half near at the 8th minute and full past at the 27th minute.

The Bell will fall to stop at 6 o'clock except

the hour and the necessary routine repeat at the following hour, if possible.

Should the Time Bell be off of order

the Bell is on the Storm Signal post.

Time Signals are also given at night.

Means of time signals consist of a

telegraph signal, a bell, a lamp, a

steam whistle, a siren, a horn, a

motor, a bell, a gong, a bell, a

bell, a bell, a bell, a bell, a bell,

a bell, a bell, a bell, a bell, a bell,

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